

# New York/New Jersey Harbor Navigation Project (2016)

Status Report on General  
Conformity

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Transportation Planner

# Three Party Letter – July 24, 1996

(EPA, US Army Corps, US DOT)

- Memorialized an agreement between the administration and the regional environmental concerns to close the Mud Dump Site.
- It also stated that the Corps of Engineers will “soon begin an expedited feasibility study of alternatives for a 50 foot deep port.....will seek Congressional authorization.....the study will be designed for completion in 1999.”

# Study Authority

Feasibility Study was authorized by Section 435 of the Water Resources Development Act of 1996: (Oct. 12, 1996)

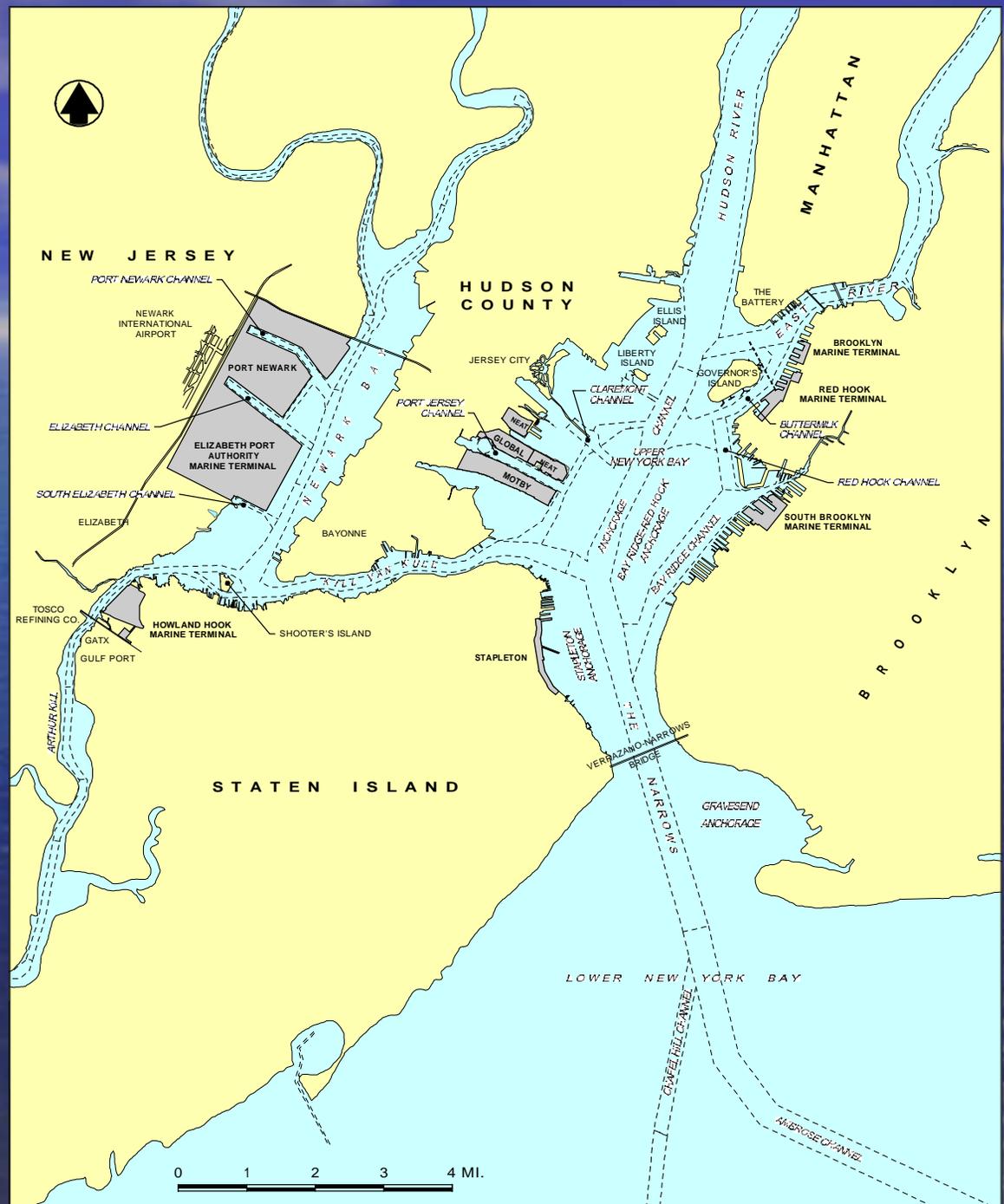
*The Secretary shall conduct a comprehensive study of the navigation needs at the Port of New York-New Jersey (including the South Brooklyn Marine and Red Hook Container Terminal, Staten Island, and adjacent areas) to address improvements, including deepening of existing channels to depths of 50 feet or greater, that are required to provide economically efficient and environmentally sound navigation to meet current and future requirements.*

# Recommended Plan

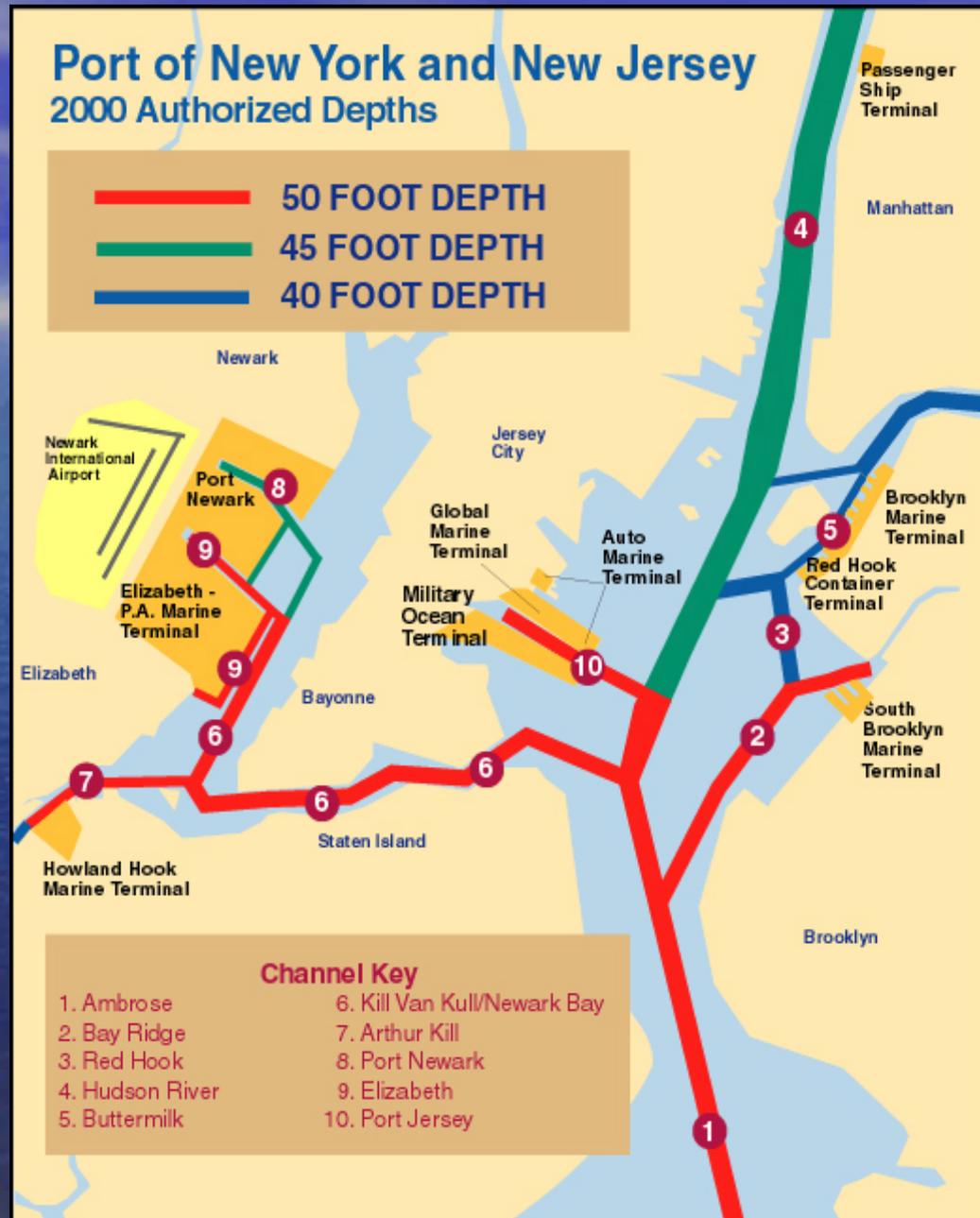
(in a nutshell)

- To deepen the nine major navigation channels serving the Port of New York and New Jersey.
- Greater than 50 million cubic yards of sand, rock, glacial till, rock will need to be dredged.
- Project Schedule 2003 – 2016

# Harbor Overview



# Project Overview



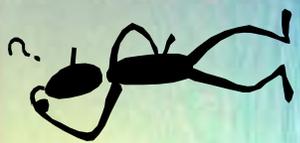
# EPA Region 2 Comments on the Draft EIS

Draft EIS lacked General Conformity  
Statement

What's That?

# General Conformity- CAA

“No department, agency or instrumentality of the Federal Government shall engage in, support in any way or provide financial assistance for, license or permit, or approve any activity which does not conform to an applicable implementation plan.”

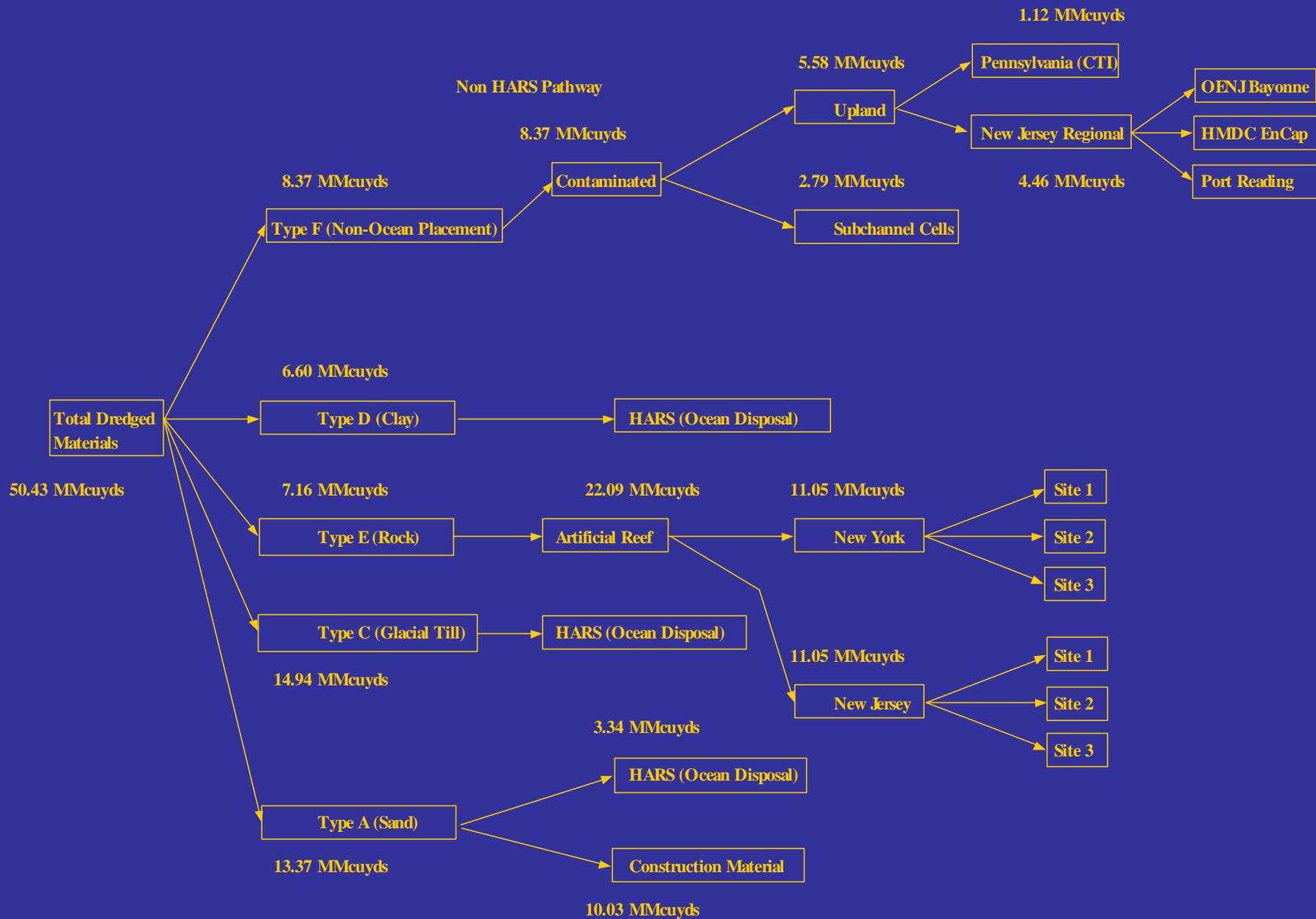


# Get some help!

- Called AAPA
- Called Air Queen Laura Fiffick at Port of Houston Authority
- Read other Port Channel Deepening EIS's

Starcrest LLC, was brought on board under a subcontract to a PA Call in Consultant, Killam Associates. Killam and AKRF had worked on the upland air issues of the NYNJ Harbor Navigation EIS. I act as the Corps coordinator for the effort.

# Project Overview



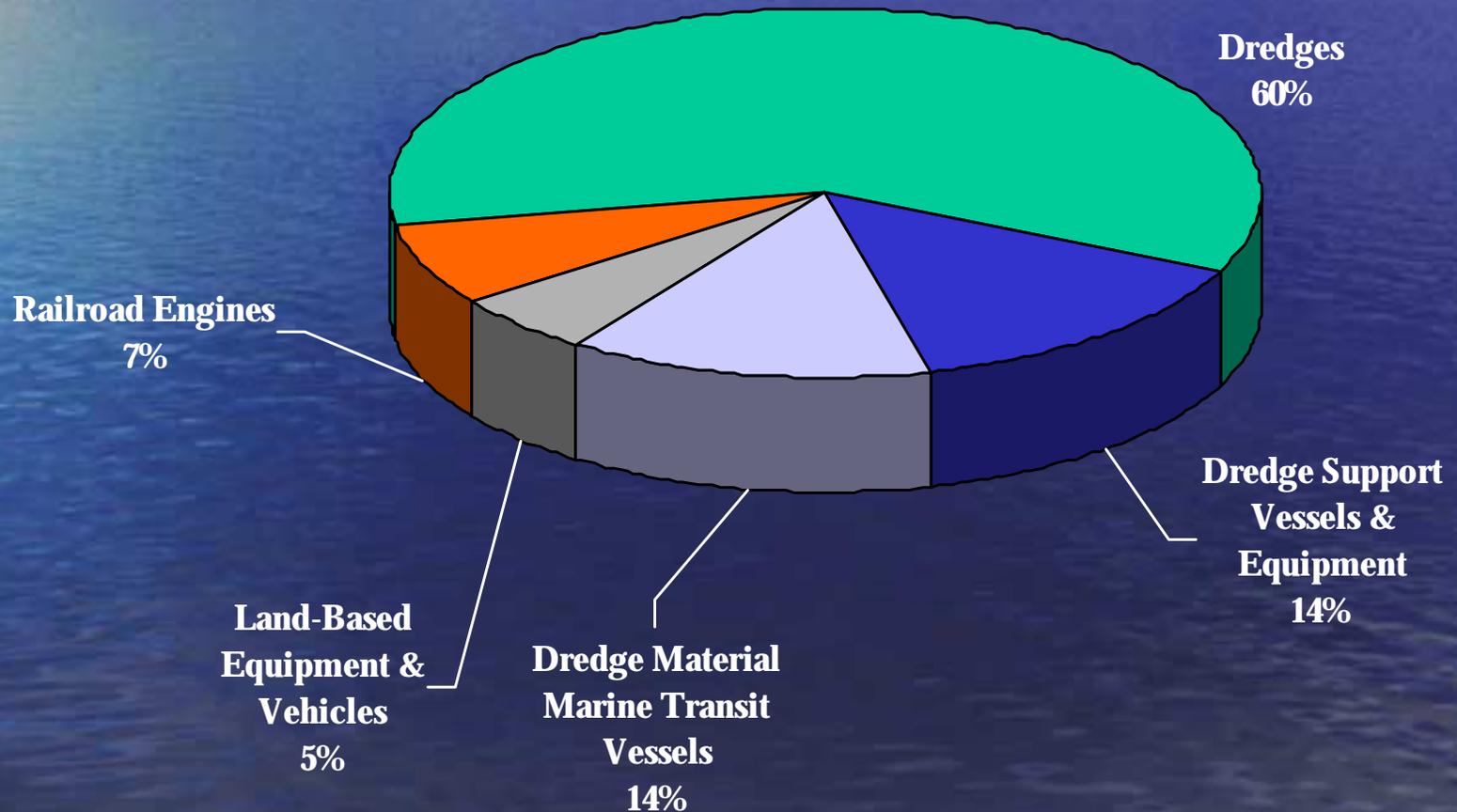
# Project Overview

## Emission Estimates

Emissions	Emissions (tons)														
	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
<i>NO<sub>x</sub></i>															
Dredge Material Marine Transit Vessels	44.04	81.76	<b>78.68</b>	72.88	<b>41.12</b>	50.67	45.20	45.20	34.30	34.30	10.36	9.90	7.28	5.58	
Dredge & Support Vessels	148.86	442.69	<b>415.45</b>	401.41	<b>249.08</b>	344.28	306.27	306.27	167.14	167.14	50.16	47.14	36.08	23.54	
Railroad Engines	8.17	41.84	<b>26.35</b>	26.35	<b>39.13</b>	39.39	39.39	39.39	20.81	20.81	3.79	3.34	1.49	0.82	
Employee Vehicles <sup>1</sup>	-	-	<b>2.84</b>	-	<b>1.44</b>	-	-	-	-	-	-	-	-	-	
Land-Based Equipment & Vehicles	6.05	30.95	<b>19.49</b>	19.49	<b>28.94</b>	29.13	29.13	29.13	15.39	15.39	2.80	2.47	1.10	0.60	
Total	<b>207.12</b>	<b>597.24</b>	<b>542.80</b>	<b>520.12</b>	<b>359.71</b>	<b>463.47</b>	<b>420.00</b>	<b>420.00</b>	<b>237.64</b>	<b>237.64</b>	<b>67.11</b>	<b>62.86</b>	<b>45.94</b>	<b>30.54</b>	
(tpd)	<b>0.57</b>	<b>1.64</b>	<b>1.49</b>	<b>1.42</b>	<b>0.99</b>	<b>1.27</b>	<b>1.15</b>	<b>1.15</b>	<b>0.65</b>	<b>0.65</b>	<b>0.18</b>	<b>0.17</b>	<b>0.13</b>	<b>0.08</b>	
<i>CO</i>															
Dredge Material Marine Transit Vessels	8.47	15.71	<b>15.12</b>	14.01	<b>7.90</b>	9.74	8.68	8.68	6.59	6.59	1.99	1.90	1.40	1.07	
Dredge & Support Vessels	28.06	83.84	<b>78.67</b>	76.04	<b>47.28</b>	65.34	58.10	58.10	31.69	31.69	9.50	8.92	6.83	4.45	
Railroad Engines	1.21	6.17	<b>3.89</b>	3.89	<b>5.77</b>	5.81	5.81	5.81	3.07	3.07	0.56	0.49	0.22	0.12	
Employee Vehicles <sup>1</sup>	-	-	<b>32.33</b>	-	<b>17.38</b>	-	-	-	-	-	-	-	-	-	
Land-Based Equipment & Vehicles	2.48	12.71	<b>8.00</b>	8.00	<b>11.89</b>	11.96	11.96	11.96	6.32	6.32	1.15	1.02	0.45	0.25	
Total	<b>40.22</b>	<b>118.43</b>	<b>138.01</b>	<b>101.94</b>	<b>90.22</b>	<b>92.85</b>	<b>84.56</b>	<b>84.56</b>	<b>47.67</b>	<b>47.67</b>	<b>13.20</b>	<b>12.34</b>	<b>8.90</b>	<b>5.89</b>	
(tpd)	<b>0.11</b>	<b>0.32</b>	<b>0.38</b>	<b>0.28</b>	<b>0.25</b>	<b>0.25</b>	<b>0.23</b>	<b>0.23</b>	<b>0.13</b>	<b>0.13</b>	<b>0.04</b>	<b>0.03</b>	<b>0.02</b>	<b>0.02</b>	

# Project Overview

## Emissions Distribution



# Why didn't the we do this before?

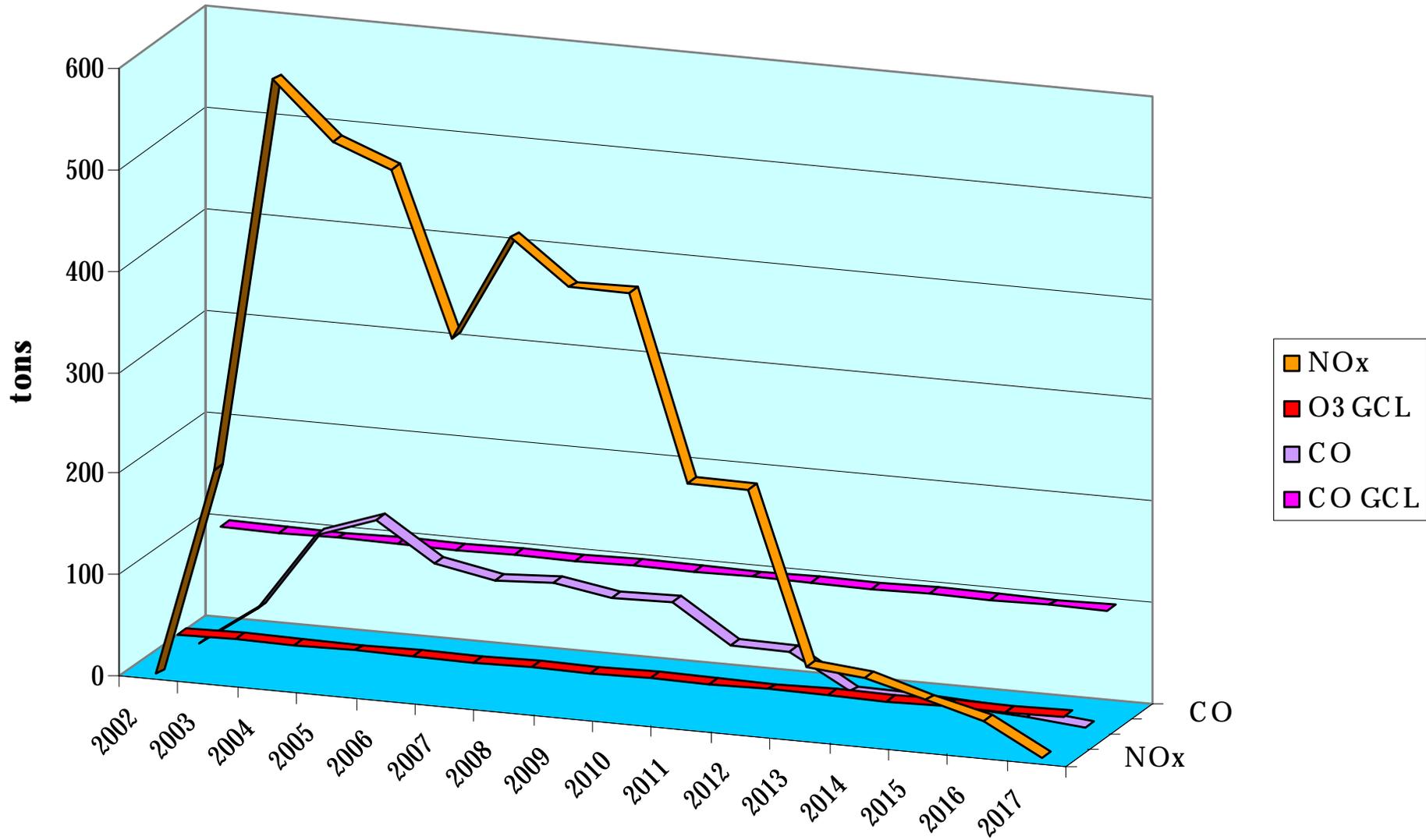
- Kill Van Kull/Newark Bay 45' - EIS was completed before Jan 31, 1994.
- Maintenance Dredging exempt.
- Regulations were not implemented across the board by federal agencies.

# What do you have to do?

- Meet de minimus numbers of:
  - Severe Ozone (VOC, NO<sub>x</sub>) – 25 tons/year
  - Moderate CO – 100 tons/year
  - Moderate PM-10 (Manhattan County Only) – 100 tons/year

OR

# Meet De Minimus Levels? Not O<sub>3</sub> & CO!



# What do you have to do? (2)

- The States can decide that the emissions do not exceed the emissions budgets specified in the applicable SIP.

OR

# What do you have to do? (3)

- Clearly demonstrate that the total of direct and indirect emissions from the activity do not:

Cause or contribute to any new violation of any standard in any area, or increase the frequency or severity of any existing violation of any standard in the area; or delay timely attainment of any standard or any required interim emissions reductions.

# What do you have to do (4)

- Offset the emissions from the project.

Use electric dredges

Lengthen the project (less emissions/year)

Delay certain channels

Buy emission credits

(You may be able to commit to offsets at the time of the Conformity Determination. Those offsets must occur the year the emissions are created.)

# What do you have to do ? (5)

- Get the project added to the SIP – and let the state find offsets.

# OUR PLAN

- Provide a marine vessel inventory that could show an overestimate in the existing New York and New Jersey SIPs.
- Use Emission Reduction Credits\*
- Provide a demonstration project specifically on tugs or dredges.
- Provide a report on all existing and “in process” methods to reduce emissions from large diesel engines. Initial report released Jan 8.

\* Trying to obtain reciprocity between NY – NJ.

# The Negotiations are ongoing

- The Players: EPA Region 2, EPA Office of Transportation and Air Quality, US Army Corps of Engineers, New Jersey Bureau of Air Quality Planning, New York State Bureau of Air Quality and the Port Authority of New York and New Jersey

# New York

- NY did not have a lot of vessel emission to it's SIP. (That may be a due to the low volume of marine diesel fuel sold in the state.)
- Emission Reduction Credits expensive
- Comparatively smaller terminals than New Jersey to look for offsets on land if necessary.

# New Jersey

- SIP does show an overestimate of marine vessel emissions.
- Credits less expensive.
- Large container terminal complex if upland offsets necessary.

# Issues between the two states

- Is this one area, or do we divide the emissions by channel?
- There is no reciprocity between the states for emission reduction credits.
- New York is having a lot of air issues.
- If the New Jersey SIP has “room” for the Harbor Nav Project emissions, will they accept New York emissions?

# Lessons Learned

- Very tough to work in a bi-state port.
- Do the General Conformity work during the NEPA process. If you think you'll have problems, get the state air folks involved early. (Most Corps environmental teams only work with the water resources staff.)
- Use a team approach with consultants.
- Corps should be looking at emission reductions from dredges as part of an R & D effort.